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FRIDAY—Cloudy.

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FRIDAY—Cloudy.

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4,000 BRITISH ARE CAUGHT IN A TRAP

Boers Under Joubert Cut Off the Garrisons of Glencoe and Dundee from Communication with Ladysmith and Capture a Train and Prisoners.

By the Journal's Special Commissioner with the British Forces in Natal.

(Copyright, 1899, by the New York Journal and Advertiser.)
ADYSMITH, Natal, Oct. 19.—Glencoe was cut off this afternoon and the Boers are now between Ladysmith and that place. The British troops at Glencoe and Dundee, numbering about 4,000, are isolated and trapped by General Joubert's forces. The Boers captured a train which left Ladysmith at noon to-day near Elandslaagte. Several officers and a few troopers, besides civilians all going to Glencoe or Dundee are prisoners.

The enemy had cut the wires, severing telegraphic communication with Glencoe, and the news was first received from the station master at Elandslaagte, who wired:

"I see the Boers near the line. What shall I do?"

Ladysmith answered: "Let train run ahead full speed."

It did so, making for the north of Elandslaagte.

The telegraph operator next flashed:

"Boers are mustering and firing to stop the train. They have stopped it. What shall I do? Must I go?"

"Yes, go," was the reply.

Thereupon messages ceased, and since then the line has been blocked.

From the Journal's Special Commissioner with the British Forces in Natal.

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Ladysmith, Natal, Oct. 19.—The expected general engagement did not occur to-day, because the Boers changed their tactics.

They apparently are endeavoring to draw the British out of the intrenchments into the rough country.

The British want open field fighting. The Boers gradually are drawing closer to the British outposts, which are falling back near the camp here.

The brunt of the skirmishing at Beesters Station yesterday was sustained by the volunteer patrols. Here is the official report of fighting:

"The enemy advanced from Tintwa and Van Heesmans Passes.

"The advance posts of the Natal volunteers delayed the enemy's advance at Acton Homes and Beesters Station with gallantry and stubbornness, but were at nightfall ordered to fall back upon Ladysmith.

"Trooper Spencer was slightly wounded and Lieutenant Galloway is missing. Both are Natal carabineers. There were no other casualties.

"The natives report the Boers lost several men."

"The Lieutenant Galloway reported missing is the eldest son of the Chief Justice of Natal.

"The Boers were 2,000 strong, but their ranks were checked effectively by the Natal volunteers. The volunteers, however, were nearly cut off at one time, and only the splendid handling of the men by their officers saved them. As it was they lost all their kits."

"The Basuto natives were fighting with the Boers."

"The Natal volunteers were in the saddle three days and two nights with hardly a

rest. The cavalry are still bivouacking out, and slight skirmishes are frequent.

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Cape Town, Oct. 19.—Refugees arriving here report that the Boers are making big boasts that they will hold fancy dress balls in Durban and Cape Town on October 31, when they will masquerade in British uniforms.

They say they will make all Englishmen drawers of water, all Englishwomen wash-crowns.

(By the Associated Press.)

Durban, Natal, Oct. 18.—(Delayed in transmission.)—The following official note has been issued regarding the Boer advance:

"An Orange Free State force, with a few guns, moved about ten miles down Tintwa's Pass, opening with artillery on small British cavalry patrols. The move was very distant, and the shooting indifferent. The object may have been either a feint to draw our troops from the real point of attack, or a prelude to Boer concentration against Ladysmith."

Camp Glencoe, Oct. 18.—7:35 P. M.—(Delayed in transmission.)—The British troops here have been under fire. A strong Boer patrol was encountered eight miles from the camp, and was repulsed, the British suffering no casualties.

London, Oct. 19.—Natal again claims a share of the attention which during the last few days has been focused upon the beleaguered garrison at Mafeking.

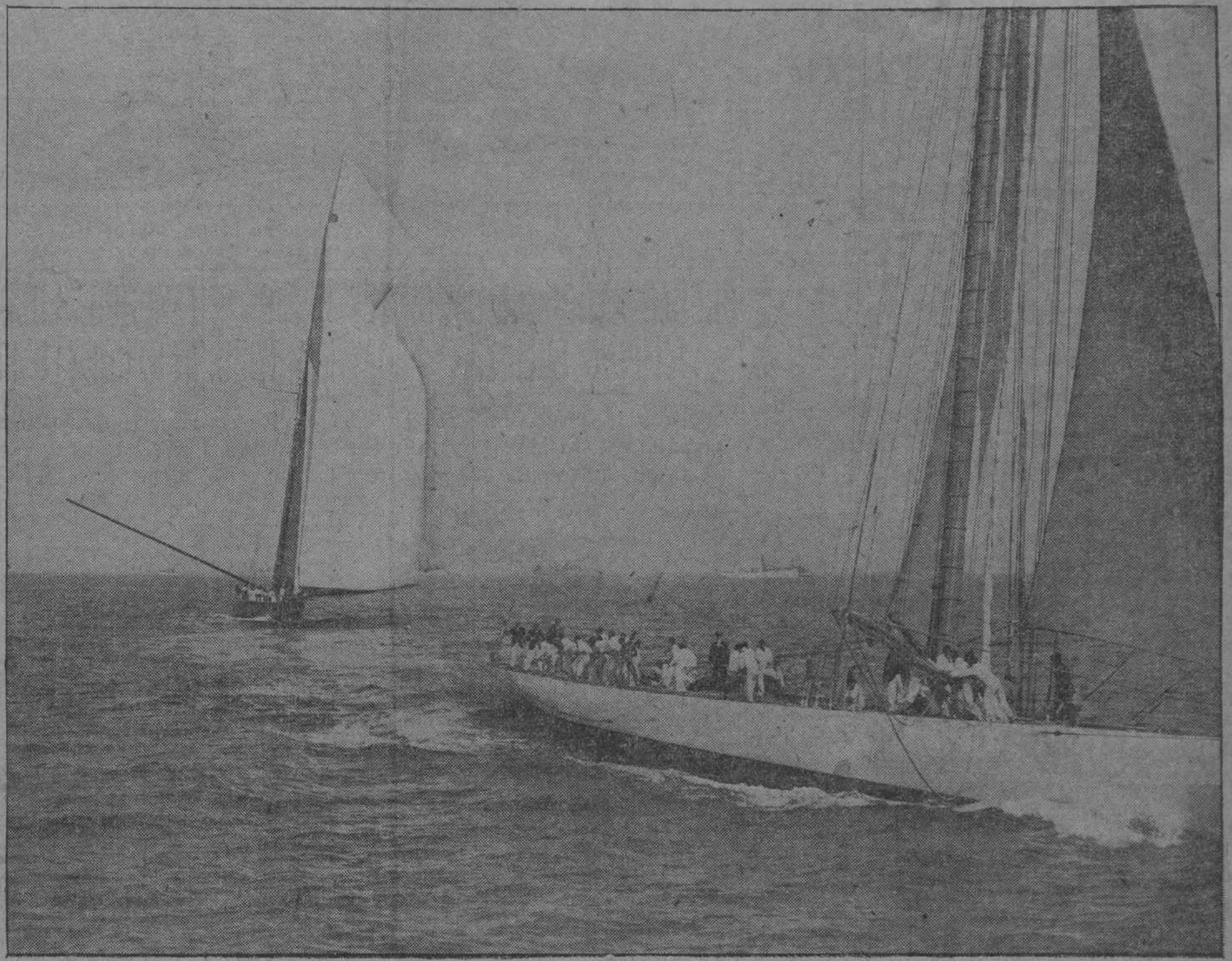
The combined advance of the Boer forces on the positions held by the British general commanding in Natal, Sir George Stewart White, has already occasioned a sharp affair of outposts, which possibly has since developed into a pitched battle.

The Boers, according to the latest information at hand, do not appear to have been driven back. Perhaps, however, their movement is only part of a general plan to isolate both Ladysmith and Glencoe from the south.

The simultaneous Boer movements from the south.

(Continued on Fourth Page.)

EIGHTH FLUKE MARS THE CUP RACE, WITH COLUMBIA FAR IN THE LEAD.



View of the Rival Yachts as They Jockeyed About for the Start Yesterday.

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MOTHER KNEW BABY WAS HUNGRY

Lesson in Domestic Affairs for Swell Theatre Party.

It occurred on a Third Avenue "L" train. The car was well filled with men and women, on their way downtown, when a policeman got on at the One Hundred and Twenty-fifth street station. He carried a baby in his arms.

The officer took a seat opposite a theatre party.

"Oh, isn't that a pretty baby? Have you arrested him?" exclaimed one of the young women. The policeman blushed.

"No, ma'am," he said. "You see, he's a foundling—picked up by a girl in the hall-way at No. 232 Second Avenue, miss."

"Shame," said one of the men.

"He has silk ribbons in his hood," his companion observed.

"And a silk slip. Oh! who could be so cruel?" exclaimed a younger girl.

"Where's he going?" someone asked, and the policeman answered: "One asked, 'To Bellevue. Then to Randall's Island, if he ain't claimed right away. They'll give him a name, you know.'"

Here the baby began to cry, softly at first, increasing it to a wail that would not be silenced. In vain the young women tried to quiet the child. The policeman shifted him uneasily from one shoulder to the other.

"N 196"

In the corner of the car sat a woman with a small child. She was poorly clad, but in her face the kindness of motherhood. She came forward.

"I think the child is hungry," she said. "Give him to me."

Resting her own child in her lap the mother held the little foundling in her arms and drew about him a faded shawl.

The cries ceased and a silence fell upon the theatre party. When they left the train at Forty-second street, the baby was still quiet.

"He's asleep now, I think," the laborer's wife told them. One man slipped a roll of bills into the policeman's hand.

"For her," they said, nodding to the woman in the corner. "To Bellevue, eh? Too bad."

HANNA CHAMPIONS CAUSE OF TRUSTS.

They Have Existed in Europe for 200 Years, He Says.

Cleveland, O., Oct. 19.—In a speech to-night before the Fifth District Republican Club Senator Hanna practically defended the trusts. After he had discussed the Philippine question he declared that in view of the fact that Democrats had accused him of being afraid to talk about the trusts, he purposed to take up the issue.

He said that combinations effected for the purpose of carrying on legitimate business were not to be condemned.

"This is not a new thing," he said. "Why, for the last two hundred years there have been trusts in England and Germany. When our industries were in their infancy England and other countries came along and sold goods in this country at less than the price asked in their own."

They followed the protective tariff law formulated by that friend of the workingman, William McKinley.

"Having secured protection, American manufacturers went abroad. They are making rapid strides and successfully competing with the whole world. It is evident, however, that they cannot continue to do so unless they have combined capital. We must stand prepared for the changes that are bound to come. The formation of combinations is simply an evolution in business methods. Should railroads own their own steamship lines there would be a marked change in the rates. All this requires capital, and such a tremendous amount that no ordinary corporation could stand it."

"But we must look to the future. We must stand prepared for the changes that are bound to come. The formation of combinations is simply an evolution in business methods. Should railroads own their own steamship lines there would be a marked change in the rates. All this requires capital, and such a tremendous amount that no ordinary corporation could stand it."

CHSLEY TO BECOME A MASON.

Admiral Will Take His First Degree in the Order To-morrow.

Washington, Oct. 19.—Admiral Schley will take his first degree in Masonry on Saturday night. He will join B. B. French Lodge, of this city.

Think Dead Merchant Met Foul Play

Bridgeport, Conn., Oct. 19.—The body of J. Spencer Nichols, a well-to-do merchant and leading churchman of this city, was found in the harbor at Port Jefferson today. His relatives, thinking he had been foul play, as he had \$100 with him when he left home. When found only 11 cents were in his pockets. Detectives are at work on the case. Mr. Nichols left home Monday afternoon to visit friends at Port Jefferson.

NEW CLAIMANT FOR TIGHE'S MILLIONS.

Alleged Grandson of the Eccentric Baronet Begins Suit.

Notice of a contest over the will of Sir Richard Tighe, the eccentric millionaire of Union square, was filed yesterday in the Surrogate's office, although his will was admitted to probate by Surrogate Fitzgerald in August, 1888.

The new contestant, Thos. A. Tighe, claims to be a grandson of the testator, and alleges mental incapacity on testator's part, and that his wife exercised undue influence over him. Sir Richard was never known to have had a son or daughter, so that the appearance of a grandchild is peculiar.

Sir Richard was, until his death, the occupant of the last private residence left in Union square. He died in May, 1889. By his will, executed in 1884, he left all his property, estimated at about \$2,000,000, to his wife, and in the event of her dying before him, to her relatives, with the exception of about \$100,000, which was bequeathed to Margaret J. Cullen for life, with remainder to Mrs. Tighe's relatives.

Sir Richard was a member of the old Tighe family, of Westmeath, Ireland, and many relatives in Ireland contested the will. Among the contestants were the children of another Richard Tighe, who claimed to be a son of Sir Richard's half brother, whose name, they alleged, by a curious coincidence, was Richard. It was maintained by the proponents of the will that these children were not legitimate descendants of Sir Richard's father.

Eventually the will was upheld, and Harriet G. Daventry, wife of Theodore Daventry, of Stamford, Conn., got \$160,000; Mrs. Anna Stephens, \$80,000; Howard Watright, \$250,000; and J. Mayhew Watright, \$120,000 each, and his brother, Richard Tighe Watright, \$280,000. The greater portion of the residue, on the death of certain relatives of Mrs. Tighe, was also to go to the legatees named above.

Sir Richard Tighe was more than ninety years old when he died, and had lived in the Union square house for more than fifty years. He always dressed shabbily, and was not supposed to be rich. His property consisted mainly of Lake Shore Railroad bonds, from which he had not taken the coupons for ten years prior to his death.

This is the third contest over the will.

TO-DAY'S COURSE. WIND AND WEATHER.

FIFTEEN MILES TO WINDWARD OR LEEWARD AND RETURN. CONDITIONS AT SANDY HOOK AT MIDNIGHT—CLOUDY AND LIGHT NORTHWEST WINDS.

By Capt. Hank Haff.

The Columbia and Shamrock attempted to sail their third race yesterday, but the wind, still at the franks it has been playing off Sandy Hook for the past three weeks, died away when the yachts were five miles from home, and the committee, seeing that the race could not be finished within the time limit, called the race off.

When the yachts arrived at the lights the wind was blowing from the northwest at about an eight-knot gale, not half enough to suit those who had been hoping to see the yachts meet at least once in a good sailing breeze.

The Shamrock was first on the ground. Her mainsail was hoisted on the way out and the jib, staysail and baby jib topsail were sent up in steps as soon as her tow line was cast off. Her largest club topsail was sent aloft and all of her three headsails were broken out. It was evidently Hogarth's intention to test his new topmast and rigging as thoroughly as the moderate breeze would allow, for he gave his boat a good haul and sailed off and on around the starting line for an hour before the start.

The Columbia was out shortly after the challenger, and, after hoisting her mainsail, broke out her staysail and jib and sent up her club topsail. The committee boat took her position to the southward of the old red lights and hoisted signals indicating that the course would be fifteen miles southeast by south and return.

This meant that the yachts would have a run before the wind, and if the wind did not change, a beat home.

The preparatory signal was fired from the committee boat promptly at 10:45. At this time the Columbia was off to the northward of the line and Shamrock well off to the southward, but at the sound of the gun Columbia wore ship and ran back toward Shamrock. They met just to the southward of the line, and Columbia tacked on the green yacht's weather. Both stood to the northward.

On the port tack it looked as though each skipper was determined that the other should start first, as neither appeared to care to get away in the lead in a free wind start.

Columbia Off First.

They continued to stand away from the

Defender Rounded First.

The Columbia rounded at 2:24:45 and Shamrock at 2:31:00, or over six minutes later. The difference in the time of turning does not give a clear idea of the distance between the yachts. The Columbia was perhaps three times as far ahead as at the start, but the speed at which they were going at the time was not one-quarter as fast as the clip at which they crossed the starting line.

The Columbia had slowly worked away from her competitor, but had been as strong as at the start. I doubt if the American boat would have been a minute ahead of her rival.

Once around the start having sailed so that she had a rounded, for some un-

After she had rounded, for some un-



Making Observations from a War Balloon.

This form of aerial aid to warfare is already made its appearance in the Boer campaign, a dispatch from Pretoria announcing that on Sunday night a balloon passed over Nieuw, going northward.